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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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COUNTRY	East Germany	REPORT	
SUBJECT	East German Railroad Track Maintenance	DATE DISTR.	15 February 1954
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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

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the situation affecting permanent way maintenance as of the end of September 1953:

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1.

The repair and/or replacement of all switches in the Magdeburg passenger and freight stations is required. Even the replacement of components is difficult, because spare parts are not available. Only one double crossover set of switches and three left-hand switches were replaced during 1952. These had been reconditioned at Gotha.

2.

The turntables no longer fit properly--they skid. The guide plates are excessively worn. Switch tongues show gaps in many cases and are worn and rough. They constitute an everpresent danger to traffic, and are being continually out. numerically many derailments occur at switches, but apart from rail breaks, most derailments occur at switches. The switches are not solely to blame for this situation, which is also caused by bad wheels of locomotives and rolling stock.

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3.

Ties on double crossings have been caulked because the bolt holes had worn to 30 mm. diameter (they are 24.5 mm. when new). The holes were then filled to 24 mm., and the whole tie stretched to provide the correct distance between bolt hole centers.

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25 YEAR
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4.

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The Magdeburg yard master's office, which is responsible for supplying switches to the passenger and freight station, has a stock of approximately 120 switches of all types. Reserve tongues and large components, which should be held for emergency use, are not available. Thus there are only five locking hooks (Verschlussstaken), 20 through bolts (Durchgangsbolzen), and six old and worn tie rods (Verbindungsstangen).

5.

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Supplies from both these depots are very scarce. Because of delays in obtaining replacements from Gotha, seven sets of switches, which should have been replaced in April, were not used for six weeks.

6.

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The use of brown coal carbonized many of the ties. The ash causes a high rate of wear in guide plates and turntables. Recently, however, switches have been cleaned and oiled more effectively. The lubricants have a high resin content and are not very efficient.

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